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FM SECSTATE WASHDC
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FOLLOWING TELEGRAM FROM LONDON DATED FEBRUARY 17, 1978 SENT
SECSTATE WASHDC IS REPEATED TO YOU: QUOTE

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DEPT PASS DOT, COAST GUARD, COMMERCE, EPA, CEQ, NOAA
AND MARAD

E. O. 71652 N/A
TAGS: PORG, IMCO
SUBJECT: REPORT OF THE INTERNATIONAL CONFERENCE ON
TANKER SAFETY AND POLLUTION PREVENTION

1. SUMMARY: THE INTERNATIONAL CONFERENCE ON TANKER
SAFETY AND POLLUTION PREVENTION (TSPP), REQUESTED BY THE
UNITED STATES LAST YEAR, WAS CONVENED UNDER IMCO
AUSPICES AT LONDON FEBRUARY 6-17, 1978. THE US TSPP
04909 -) , SUPPORTED BY NORWAY, SWEDEN, GREECE AND
PORTUGAL, WERE STRONGLY OPPOSED, DUE TO THEIR HIGH COST,
BY A GROUP OF MARITIME AND LDC COUNTRIES LED BY THE U.K.
THE TECHNICAL WORKING GROUPS MADE GOOD PROGRESS, BUT
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THE POLITICAL NEGOTIATORS SOON FOUND THEMSELVES IN
SERIOUS CONFLICT WHICH THREATENED TO STALEMATE THE
CONFERENCE. AFTER FOUR DAYS AND NIGHTS ON GRUELING
MEETINGS BETWEEN THE LEADERS OF THE TWO GROUPS, A
"COMPOSITE PACKAGE" COMPROMISE WAS REACHED WHICH, WHEN
ACCEPTED WITHOUT A NEGATIVE VOTE IN COMMITTEE, PERMITTED
THE CONFERENCE TO CONCLUDE SUCCESSFULLY. THE US

DELEGATION GOT MORE THAN WE EXPECTED WHEN THE CONFERENCE BEGAN (BY A GREAT DEAL OF HEAD-KNOCKING AND STAMINA) AND IN ANY CASE IMCO PROVED IT WAS CAPABLE OF PRODUCING A GLOBAL APPROACH TO THE GLOBAL PROBLEM OF TANKER SAFETY AND POLLUTION PREVENTION. THE FOLLOWING PARAGRAPHS REPORT ON THE ORGANIZATION OF THE CONFERENCE, THE PROGRESS OF THE TECHNICAL BODIES, THE PROBLEMS ENCOUNTERED BY THE NEGOTIATORS, AND THE FINAL RESULTS ACHIEVED BY THE CONFERENCE. END OF SUMMARY

2. ORGANIZATION OF THE CONFERENCE. THE INTERNATIONAL CONFERENCE ON TANKER SAFETY AND POLLUTION PREVENTION (TSPP) CONVENED UNDER THE AUSPICES OF IMCO AT THE CUNARD HOTEL IN LONDON, FEBRUARY 6-17, 1978. THERE WERE 62 FULL POWER DELEGATIONS, PLUS 3 OBSERVER DELEGATIONS AND 16 NGO'S, AMOUNTING TO SOME 450 DELEGATES. AMBASSADOR MANUEL TELLO OF MEXICO WAS SELECTED AS PRESIDENT OF THE CONFERENCE. OPENING REMARKS WERE LIMITED TO BRIEF WELCOMING SPEECHES BY THE SECRETARY GENERAL FOR IMCO AND PARLIAMENTARY UNDER SECRETARY CLINTON DAVIS FOR THE HOST COUNTRY. DEPUTY SECRETARY OF TRANSPORTATION ALAN A. BUTCHMAN EXPRESSED APPRECIATION FOR THE SPEED AND SERIOUSNESS WITH WHICH THE CONFERENCE WAS ORGANIZED IN RESPONSE TO PRESIDENT CARTER'S TSPP PROPOSALS. THE PLENARY THEN ADJOURNED AND THE COMMITTEES BEGAN THEIR WORK ON THE FIRST DAY. COMMITTEE I (LEGAL) WAS CHAIRED

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BY VONAU OF POLAND, COMMITTEE II (MEPC) BY ERIKSSON OF SWEDEN, AND COMMITTEE III (MSC) BY SPINELLI OF ITALY. AFTER A ROUND OF GENERAL REMARKS THE COMMITTEES IN TURN SPLIT UP INTO WORKING GROUPS AND DRAFTING GROUPS, EACH OF WHICH TACKLED ONE OR TWO ITEMS OF THE US PROPOSALS.

3. ATMOSPHERE. THE ATMOSPHERE OF THE CONFERENCE WAS TENSE. THE U.K. HAD LINED UP A RATHER LARGE GROUP OF "LIKE-MINDED COUNTRIES" WHO WERE FIRMLY OPPOSED TO THE US PROPOSALS FOR RETROFIT OF EXISTING TANKERS. THE FINANCIAL TIMES FRONT PAGED ITS REPORT ON THE OPENING OF THE CONFERENCE UNDER THE CAPTION "U.K. TO DEFEAT U.S. TANKER PLAN." AFTER REPORTING THAT THE U.C. HAD A 2 TO 1 MAJORITY AGAINST THE US SBT RETROFIT PROPOSALS, IT FEATURED THE PHRASE, "IT IS FEAR OF THE US ISSUING A DECLARATION UNILATERALLY BANNING TANKERS WITHOUT SEGREGATED TANKS FROM THEIR WATERS, THROWING WORLD OIL TRADE INTO REGULATIVE CHAOS, WHICH WILL MOST WORRY THE DIPLOMATICS DURING THE COMING TWO WEEKS." TENSION DEVELOPED EARLY IN THE CORRIDOR CONVERSATIONS AND IT APPEARED FOR A TIME THAT THE CONFERENCE MIGHT STALEMATE.

4. TWO LEVELS OF NEGOTIATIONS. IN SPITE OF THE TENSION AMONG HEADS OF DELEGATIONS AND THE "POLITICAL" NEGOTIATORS, THE TECHNICAL WORKING GROUPS AND DRAFTING PARTIES PROGRESSED RATHER WELL IN DRAFTING CONSENSUS - PAPERS ON THE TECHNICAL REQUIREMENTS AND SPECIFICATIONS. IN THE MORE IMPORTANT "POLITICAL MANEUVERING" IN THE CORRIDORS AND PRIVATE ROOMS OF THE DELEGATIONS THERE QUICKLY DEVELOPED A CONFRONTATION SITUATION BETWEEN THE US AND ITS SUPPORTERS ON ONE SIDE, AND THE U.K. AND ITS SUPPORTERS ON THE OTHER. THE LIBERIAN AND JAPANESE DELEGATIONS, REPRESENTING TWO OF THE LARGEST TANKER FLEETS OF THE WORLD, TOOK VERY LOW PROFILES AND TRIED TO STRADDLE THE FENCE BETWEEN THE US AND U.K. POSITIONS. AWARE THAT THEY HAD A NUMERICAL MAJORITY, THE U.K. GROUP

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BEGAN PUSHING AS EARLY AS THE SECOND DAY FOR A VOTE OR AT LEAST A RECORDED SHOW OF STRENGTH. THE US DELEGATION AVOIDED ANY SUCH PREEMPTIVE MOVE BY THE U.K. AND INSTEAD BEGAN A SERIES OF INTENSIVE INTRA AND INTER GROUP MEETINGS OFF THE FLOOR OF THE CONFERENCE.

5. WORK OF THE WORKING GROUPS AND DRAFTING PARTIES. THE FOLLOWING SUBPARAGRAPHS REPORT ON THE VARIOUS ITEMS OF THE US PROPOSALS, AS DEALT WITH IN THE WORKING GROUPS AND/OR DRAFTING PARTIES, AND THE FINAL RESULTS ACHIEVED.

(A) (1) INSPECTION AND CERTIFICATION. THE WORKING GROUP ON INSPECTION AND CERTIFICATION MET UNDER THE CHAIRMANSHIP OF MR. J. MARC (FRANCE). THERE WERE 25 DELEGATIONS AND 3 OBSERVERS FROM NGO'S TAKING PART. THE WORK EXTENDED OVER FOUR DAYS. THE US PROPOSALS CALLED FOR:

A. PROVISIONS FOR ADMINISTRATIONS TO EMPOWER NON-GOVERNMENTAL ORGANIZATIONS AND NOMINATED SURVEYORS TO BOARD SHIPS, WITHOUT THE OWNERS' PERMISSION, TO CONDUCT UNSCHEDULED INSPECTIONS, REQUIRE REPAIRS AND TO CARRY OUT REGULAR SURVEYS AND INSPECTIONS OF ALL CARGO SHIPS.

B. PROVISIONS REQUIRING ADMINISTRATIONS TO INSTITUTE A PROGRAM OF UNSCHEDULED INSPECTIONS ON ALL CARGO SHIPS; THE SCOPE AND FREQUENCY OF SUCH INSPECTIONS TO BE DEVELOPED BY IMCO.

C. PROVISIONS REQUIRING INTERMEDIATE SURVEYS ON TANKERS 10 YEARS OF AGE AND OVER TO ENSURE THAT THE SHIP AND ITS EQUIPMENT REMAIN IN COMPLIANCE WITH THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE, CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE, AND THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE.

D. PROVISIONS DEFINING THE SCOPE AND FREQUENCY OF THE

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VARIOUS TYPES OF INTERMEDIATE SURVEYS.

E. PROVISIONS REQUIRING THAT ALL SHIPS BE PROPERLY MAINTAINED BETWEEN SURVEYS AND THAT MASTERS, OWNERS, NOMINATED SURVEYORS AND RECOGNIZED ORGANIZATIONS REPORT ACCIDENTS OR DEFECTS WHICH AFFECT THE SAFETY OF THE SHIPS OR PERSONS ON BOARD, OR ENDANGER THE MARINE ENVIRONMENT TO THE FLAG STATE AND TO THE PORT STATE WHERE APPLICABLE.

F. PROVISIONS REQUIRING THAT THE NOMINATED SURVEYOR OR RECOGNIZED ORGANIZATION RESPONSIBLE FOR ISSUANCE OF CERTIFICATES BE NOTIFIED AS WELL AS THE FLAG STATE CONSUL OR DIPLOMATIC REPRESENTATIVE IN THE EVENT OF INTERVENTION BY A PORT STATE CONTROL OFFICER.

(2) PRINCIPAL ALTERNATIVES OR AMENDMENTS WERE THE INTRODUCTION OF:

A. MANDATORY ANNUAL SURVEYS BEING AN ACCEPTABLE ALTERNATIVE TO UNSCHEDULED INSPECTIONS, THE SCOPE OF SUCH SURVEYS TO BE DEVELOPED BY IMCO.
B. A PROVISION FOR COMPENSATION TO A SHIP FOR ANY LOSS OR DAMAGE SUFFERED IF IT HAS BEEN UNDULY DELAYED BY A PORT STATE.

(3) AFTER EXTENSIVE DISCUSSIONS EXTENDING OVER FOUR DAYS, THE WG AGREED UPON THE US PROPOSALS PLUS THE ADDITION OF THE ALTERNATIVE TO UNSCHEDULED INSPECTION AND THE AMENDMENT PROVIDING FOR COMPENSATION FOR LOSS OR DAMAGE FROM UNDUE DELAY.

(4) THE WG REPORT IS NUMBER TSPP/CONF/C.2/WP5.

(B) SECOND RADAR AND COLLISION AVOIDANCE AIDS. THE CONFERENCE UNANIMOUSLY APPROVED THE PROVISION TO AMEND SOLAS, 1974 TO PROVIDE TWO RADARS ON ALL SHIPS OVER 10,000 GRT. THIS WILL APPLY TO NEW AND EXISTING VESSELS AS WELL AS TO TANKERS AND ALL SHIPS OTHER THAN TANKERS

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ABOVE 10,000 GRT. THE CONFERENCE ALSO UNANIMOUSLY APPROVED A RESOLUTION ON THE CARRIAGE OF COLLISION AVOIDANCE AIDS (CAA) TO DEVELOP PERFORMANCE STANDARDS FOR SUCH AIDS AS A MATTER OF URGENCY BUT NOT LATER THAN 1 JULY 1979 AND TO PREPARE, WITHIN THE SAME TIME FRAME, REQUIREMENTS FOR THE CARRIAGE OF SUCH AIDS ON ALL SHIPS OVER 10,000 GRT SO THAT SOLAS, 1974 CAN BE AMENDED AT

THE EARLIEST PRACTICABLE TIME. THE PROVISION FOR A SECOND RADAR WAS ACHIEVED WITH EASE. THE US ATTEMPT TO

HAVE THE PROVISION FOR THE MANDATORY CARRIAGE OF CAA INCLUDED IN THE PROTOCOL WAS UNSUCCESSFUL DUE TO THE LACK OF IMCO APPROVED STANDARDS AND THE FEAR OF MANY THAT WITHOUT SUCH STANDARDS THESE SOPHISTICATED AIDS MIGHT ACTUALLY PREJUDICE SAFETY OF NAVIGATION. THE INCLUSION OF THE DATE CERTAIN FOR PREPARATION OF STANDARDS, THE INCLUSION OF THE TERM "AS A MATTER OF URGENCY" AND THE SIMULTANEOUS DEVELOPMENT OF AN AMENDMENT TO SOLAS 1974 TO BE EFFECTED "AT THE EARLIEST PRACTICABLE TIME" REPRESENT AN EXTREMELY STRONG EXPRESSION TO ACHIEVE THE US POSITION IN THIS MATTER.

(C) INERT GAS SYSTEMS (IGS). THERE WAS NO WORKING GROUP ON INERT GAS SYSTEMS DURING THE CONFERENCE. THE SUBJECT WAS CONSIDERED AS PART OF THE COMPOSITE PACKAGE PROPOSAL WHICH WAS DEVELOPED. THE FITTING OF IGS ON ALL NEW TANKERS ABOVE 20,000 DWT IS CONSISTENT WITH THE ORIGINAL INITIATIVES PUT FORWARD BY THE UNITED STATES. THE COMPOSITE PACKAGE PROPOSAL INCORPORATES VARYING TONNAGE CRITERIA BASED ON THE TYPE OF VESSEL AS WELL AS REQUIRING LOWER TONNAGE VESSELS TO BE FITTED WITH IGS IF HIGH CAPACITY FIXED WASHING MACHINES ARE FITTED. CERTAIN FLEXIBILITY IS PERMITTED ADMINISTRATIONS CONCERN LIMITED OFFICIAL USE

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ING THE SUITABILITY AND PRACTICABILITY OF FITTING IGS ON VESSELS BETWEEN 20,000 AND 40,000 DWT. THERE IS NO FLEXIBILITY IF THE VESSEL IS EQUIPPED WITH HIGH CAPACITY FIXED WASHING MACHINES OR COW. THE REQUIREMENT THEN BECOMES MANDATORY.

(D) IMPROVED EMERGENCY STEERING. A WORKING GROUP ON IMPROVED STEERING STANDARDS FOR TANKERS, REQUESTED BY COMMITTEE II, MET FROM 7 TO 10 FEBRUARY 1978 UNDER THE CHAIRMANSHIP OF MR. J. A. OBERMEYER (OCIMF). THE WORKING GROUP WAS TASKED BY COMMITTEE II TO:

- (L) CONSIDER IMPROVED STEERING STANDARDS FOR TANKERS
- (2) CONSIDER THE NEED FOR IMPROVED TRAINING OF PERSONNEL IN SET PROCEDURES
- (3) CONSIDER REQUIREMENTS FOR OPERATIONAL TESTING OF STEERING GEAR EQUIPMENT AND CONTROL SYSTEMS
- (4) CONSIDER THE DRAFT RESOLUTION (ANNEX VII TO MSC/MEPC/10) ON IMPROVED STEERING GEAR STANDARDS.

THE WORKING GROUP SELECTED THE NETHERLANDS PROPOSAL AS THE BASIC WORKING DOCUMENT TAKING INTO ACCOUNT PROPOSALS FROM THE UNITED STATES AND THE USSR, AND DOCUMENTS SUBMITTED TO THIS CONFERENCE. THE CONFERENCE APPROVED

THE FOLLOWING IMPROVEMENTS TO STEERING GEAR STANDARDS
FOR TANKERS OF 10,000 GROSS TONS AND UPWARDS:

FOR NEW AND EXISTING TANKERS:

(L) TWO REMOTE STEERING GEAR CONTROL SYSTEMS OPERABLE
FROM THE NAVIGATING BRIDGE. IN THE EVENT OF FAILURE OF
THE REMOTE STEERING GEAR CONTROL SYSTEM IN OPERATION,
THE OTHER SYSTEM SHALL BE CAPABLE OF BEING BROUGHT INTO
IMMEDIATE OPERATION FROM A POSITION ON THE NAVIGATING
BRIDGE.

(2) CONTROL OF THE MAIN STEERING GEAR SHALL ALSO BE
PROVIDED IN THE STEERING GEAR COMPARTMENT.

(3) MEANS SHALL BE PROVIDED IN THE STEERING GEAR COMPART-
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MENT TO DISCONNECT THE REMOTE STEERING GEAR CONTROL
SYSTEM FROM THE POWER CIRCUIT.

(4) A MEANS OF COMMUNICATION SHALL BE PROVIDED BETWEEN
THE NAVIGATING BRIDGE AND THE STEERING GEAR COMPARTMENT.

(5) THE EXACT ANGULAR POSITION OF THE RUDDER SHALL BE
INDICATED ON THE NAVIGATING BRIDGE. THE RUDDER ANGLE
INDICATION SHALL BE INDEPENDENT OF THE REMOTE STEERING
GEAR CONTROL SYSTEM, AND

(6) THE ANGULAR POSITION OF THE RUDDER SHALL BE
RECOGNIZABLE IN THE STEERING GEAR COMPARTMENT.

FOR NEW TANKERS

(L) THE MAIN STEERING GEAR SHALL COMPRIZE TWO OR MORE
IDENTICAL UNITS.

(2) THE MAIN STEERING GEAR POWER UNITS SHALL BE ARRANGED
TO START AUTOMATICALLY WHEN POWER IS RESTORED AFTER A
POWER FAILURE.

(3) IN THE EVENT OF FAILURE OF ANY OF THE STEERING GEAR
POWER UNITS AN ALARM SHALL BE GIVEN ON THE NAVIGATING
BRIDGE. EVERY STEERING GEAR POWER UNIT SHALL BE CAPABLE
OF BEING BROUGHT INTO OPERATION EITHER AUTOMATICALLY OR
MANUALLY FROM A POSITION ON THE NAVIGATING BRIDGE, AND

(4) AN ALTERNATIVE POWER SUPPLY, AT LEAST SUFFICIENT TO
SUPPLY A STEERING GEAR POWER UNIT SO AS TO ENABLE IT TO
MOVE THE RUDDER AS SPECIFIED BELOW, AND ALSO TO SUPPLY /
ITS ASSOCIATED REMOTE STEERING GEAR CONTROL SYSTEM AND
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THE RUDDER ANGLE INDICATOR, SHALL BE PROVIDED.

THE CONFERENCE APPROVED ADDITIONS TO SOLAS 74, CHAPTER V,

WHICH INCLUDE THE FOLLOWING:

- 1) TESTING OF MANUAL STEERING GEAR AFTER PROLONGED USE OF THE AUTOMATIC PILOT AND BEFORE ENTERING AREAS WHERE NAVIGATION DEMANDS SPECIAL CAUTION.
- 2) WHERE NAVIGATION DEMANDS SPECIAL CAUTION, SHIPS SHALL HAVE MORE THAN ONE STEERING GEAR POWER UNIT IN OPERATION WHEN SUCH UNITS ARE CAPABLE OF SIMULTANEOUS OPERATION.
- 3) CHECKS AND TESTS TO BE CONDUCTED WITHIN 12 HOURS BEFORE DEPARTURE.
- 4) CERTAIN EMERGENCY STEERING DRILLS TO BE CONDUCTED AT LEAST ONCE EVERY THREE MONTHS.

THE CONFERENCE APPROVED A RESOLUTION ON IMPROVED EMERGENCY STEERING STANDARDS. THE RESOLUTION REQUESTS THE ORGANIZATION AS A MATTER OF URGENCY TO:

- 1) REDRAFT RESOLUTION A325 (IX)
- 2) MAKE THE STEERING STANDARDS IN THE 1978 PROTOCOL APPLICABLE ALSO TO SHIPS OTHER THAN TANKERS, AND
- 3) CONSIDER THE CONTENTS OF RESOLUTION A325 (IX) AS AN AMENDMENT TO SOLAS 74.

(E) CLEAN BALLAST TANKS CONCEPT. THE UTILIZATION OF CLEAN BALLAST TANKS (CBT) WAS PROVIDED FOR IN THE COMPOSITE PACKAGE. IN ORDER THAT PROPER CONTROL OF THIS FEATURE COULD BE ACCOMPLISHED, A WORKING GROUP CONSISTING OF DELEGATIONS FROM NORWAY, SWEDEN, U.K. AND U.S. WAS FORMED TO CONSIDER DESIGN CONTROLS AND OPERATIONAL PROCEDURES NECESSARY FOR CLEAN BALLAST TANKS. THE BASIC DOCUMENT CONSIDERED WAS A SWEDISH PROPOSAL WHICH WAS SUITABLY AMENDED. THE DOCUMENT APPROVED BY COMMITTEE III REQUIRES STRICT GUIDELINES FOR OPERATIONAL CONTROL AS WELL AS PROVIDING A REQUIREMENT THAT AN OPERATIONAL MANUAL BE APPROVED BY THE ADMINISTRATION. APPROPRIATE

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CHANGES TO THE REQUIRED CERTIFICATE WERE MADE TO INDICATE THE VESSEL OPERATES WITH CLEAN BALLAST TANKS AND A SUPPLEMENT TO THE OIL RECORD BOOK WAS DEVELOPED AND ACCEPTED.

(F) PROTECTIVE LOCATION OF SEGREGATED BALLAST TANKS (PL/SBT). THE WORKING GROUP ON PROTECTIVE LOCATION OF

SEGREGATED BALLAST TANKS MET UNDER THE CHAIRMANSHIP OF MR. F. HARVEY (UNITED KINGDOM). REPRESENTATIVES OF TEN DELEGATIONS AND TWO OBSERVERS TOOK PART, AND THE WORK EXTENDED OVER A PERIOD OF FIVE DAYS. THE GROUP CONSIDERED VARIOUS PROPOSALS FOR CONSTRAINTS ON THE LOCATION OF SEGREGATED BALLAST TANKS ON NEW TANKERS AS AN ALTERNATIVE TO THE U.S. PROPOSAL FOR MANDATORY DOUBLE BOTTOMS ON NEW TANKERS OVER 20,000 DEADWEIGHT TONS.

PRIOR TO THE CONFERENCE, THE UNITED STATES INDICATED IN TSPP/CONF/7/26 THAT IT BELIEVED THAT BOTTOM-DAMAGING INCIDENTS CONSTITUTED A SERIOUS POLLUTION THREAT, PARTICULARLY TO INSHORE WATERS, AND THAT A REQUIREMENT FOR DOUBLE BOTTOMS WOULD BE AN EFFECTIVE MEASURE TO REDUCE SUCH POLLUTION. REALIZING, HOWEVER, THAT A VAST MAJORITY OF OTHER DELEGATIONS HAD STRONG RESERVATIONS ABOUT ANY MANDATORY REQUIREMENT FOR DOUBLE BOTTOMS, THE UNITED STATES SUPPORTED DEVELOPMENT OF THE CONCEPT OF PROTECTIVE LOCATION OF SEGREGATED BALLAST TANKS AS AN ALTERNATIVE TO DOUBLE BOTTOMS. THE UNITED STATES ALSO EXPRESSED THE VIEW THAT ANY ALTERNATIVE TO THE DOUBLE BOTTOM PROPOSAL SHOULD PROVIDE COMPARABLE BENEFITS IN REDUCTION OF ACCIDENTAL OIL OUTFLOW AND IMPROVEMENT TO SAFETY AND THAT SUCH IMPROVEMENTS MIGHT WELL REQUIRE SIGNIFICANT CHANGES IN THE WAY SHIPS ARE DESIGNED, ADDING NEW CONSTRAINTS AND REQUIRING MORE WORK BY THE DESIGNER IN ORDER TO DEVELOP SATISFACTORY DESIGNS.

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THE WORKING GROUP REVIEWED PREVIOUS WORK ON THE CONCEPT OF RELATING SIDE AND BOTTOM SHELL PROTECTED AREA TO THE HYPOTHETICAL OIL OUTFLOW LIMITS ALREADY IN MARPOL 73 (THE SO-CALLED "ACAPULCO" AND "JAPANESE" FORMULAE) AND A REVISED PROPOSAL BY THE JAPANESE DELEGATION. AFTER CONSIDERABLE DISCUSSION, THE WORKING GROUP RECONFIRMED HE CONCLUSION REACHED AT THE JOINT MEETING THAT, BECAUSE OF MANY DIFFICULTIES, A FORMULA OF THIS TYPE COULD NOT BE RECOMMENDED FOR THE TIME BEING.

THE GROUP AGREED, HOWEVER, THAT SUCH AN APPROACH DID WARRANT FURTHER STUDY AND A DRAFT RESOLUTION WAS DEVELOPED REQUESTING IMCO UNDERTAKE DEVELOPMENT OF A MORE RATIONAL PROBABILISTIC APPROACH TO CRITERIA FOR THE PROTECTIVE DISPOSITION OF SEGREGATED BALLAST TANKS.

THE WORKING GROUP THEN AGREED THAT A CONSTRAINT WHICH REQUIRED A CERTAIN PORTION OF THE SIDE AND BOTTOM SHELL AREA WITHIN THE CARGO TANK LENGTH TO BE PROTECTED WAS THE BEST APPROACH FOR THE PRESENT UNTIL NECESSARY FURTHER WORK ON THE PROBABILISTIC APPROACH REFERRED TO IN THE

RESOLUTION WAS COMPLETED. THE US INDICATED PRIOR TO THE CONFERENCE IN TSPP/CONF/7/16 THAT IT BELIEVED THAT THE USE OF A FORMULA OF THIS TYPE TO CONSTRAIN THE LOCATION OF SBT COULD BE CONSIDERED, PROVIDED SATISFACTORY ANSWERS COULD BE DEVELOPED TO THE QUESTIONS OF WHAT PORTIONS OF THE TOTAL SHELL AREA SHOULD BE PROTECTED AND WHAT MINIMUM SEPARATION DISTANCE BETWEEN THE SHELL AND TANK TO BE PROTECTED SHOULD BE SPECIFIED FOR VESSEL SIDE AND BOTTOM. THE MAJORITY OF THE GROUP CONSIDERED 30 PERCENT ACCEPTABLE BUT THE US FELT 45 PERCENT SHOULD BE REQUIRED. THE WORKING GROUP REPORTED TO COMMITTEE III THAT THEY WERE UNABLE TO REACH AGREEMENT ON A FORMULA ACCEPTABLE TO THE US (TSPP/CONF/C.3/WP7). COMMITTEE III THEN SENT THE WORKING GROUP BACK TO CONTINUE THEIR LIMITED OFFICIAL USE

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DISCUSSIONS IN AN ATTEMPT TO REACH A COMPROMISE ACCEPTABLE TO THE UNITED STATES. THE WORKING GROUP DISCUSSED VARIOUS POSSIBLE APPROACHES TO BREAKING THE DEADLOCK. AS A RESULT OF THESE DISCUSSIONS AND ASSOCIATED STUDY OF A RANGE OF TANKER SIZES, THE GROUP AGREED ON A PROPOSAL TO SPECIFY AN AREA RATIO COEFFICIENT OF 0.45 FOR SHIPS OF 20,000 DWT, 0.3 FOR SHIPS OF 200,000 DWT AND ABOVE, WITH VALUES OF AREA RATIO COEFFICIENT FOR INTERMEDIATE SHIP SIZES DETERMINED BY LINEAR INTERPOLATION WITH SOME FLEXIBILITY BASED ON HYPOTHETICAL OIL OUTFLOW.

A DISCUSSION OF THE INFLUENCE OF PROTECTIVE LOCATION OF SBT ON STRUCTURAL DESIGN IS CONTAINED INTSPP/CONF/WP 10.

THE NEW CONSTRAINTS ON PROTECTIVE LOCATION OF SEGREGATED BALLAST SPACES CONTAINED IN REGULATION 13E, COUPLED WITH THE EXISTING REQUIREMENTS FOR HYPOTHETICAL OIL OUTFLOW AND LIMITATIONS ON SIZE AND ARRANGEMENT OF CARGO TANKS, WILL PERMIT THE USE OF DOUBLE BOTTOM, DOUBLE SIDE, OR ALTERNATE WING TANK DESIGNS.

RESULTS OF THE GROUP'S WORK ARE REPORTED IN TSPP/CONF/C.3/WP.7, TSPP/CONF/C.3/WP.20, AND TSPP/CONF/C.3/WP.10/ ADD. 1.

(G) CRUDE OIL WASHING (COW). THE CONFERENCE CONTINUED ITS EXAMINATION OF CRUDE OIL WASHING BASED ON THE PREPARATORY WORK CONDUCTED AT TSPP II, THE JOINT MSC/MEPC MEETING AND THE DECEMBER MEPC MEETING. A WORKING GROUP WAS FORMED TO DEVELOP RIGID SPECIFICATIONS FOR THE DESIGN, TESTING AND OPERATION OF CRUDE OIL WASHING FOR TANKERS.

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CRUDE OIL WASHING IS A METHOD WHEREBY CARGO TANKS ARE CLEANED UTILIZING CRUDE OIL ESSENTIALLY AS A SOLVENT. DUE TO THE SOLVENT ACTION OF THE CRUDE OIL, THE AMOUNT OF OIL AND SLUDGE WHICH IS RECOVERED AND PUMPED ASHORE IS SIGNIFICANTLY INCREASED. IT SHOULD BE NOTED THAT THIS INCREASED CARGO OUTTURN WITH RESULTANT ECONOMIC GAIN WAS THE PRIMARY REASON COW WAS DEVELOPED FIVE YEARS AGO. THE ENVIRONMENTAL BENEFITS THAT ACCRUE ARE DUE TO THE FACT THAT THERE IS SIGNIFICANTLY LESS SLUDGE AND OIL REMAINING IN THE CARGO TANKS AFTER CARGO DISCHARGE. THUS ANY BALLAST WATER INTRODUCED INTO THE CARGO TANKS I.E., "BALLAST TANKS" WILL CONTAIN A MINIMUM OF OIL/WATER MIXTURE. THE SHIP THEREFORE HAS TO PROCESS MUCH LESS OIL BY LOAD ON TOP AND THIS COUPLED WITH THE MINIMIZATION OF SLUDGE YIELDS SIGNIFICANT ENVIRONMENTAL BENEFIT.

(L) THE CONFERENCE ACCEPTED/REQUIRED COW ABOARD CRUDE OIL CARRIERS AS FOLLOWS:

- A. AS A REQUIREMENT FOR NEW CRUDE OIL CARRIERS OF 20,000 TONS DEADWEIGHT AND ABOVE IN ADDITION TO THE REQUIREMENT FOR SEGREGATED BALLAST TANKS (SBT) WITH PROTECTIVE LOCATION.
- B. AS AN ALTERNATIVE TO SEGREGATED BALLAST FOR EXISTING CRUDE OIL CARRIERS OF 40,000 TONS DEADWEIGHT AND ABOVE.

(2) CRUDE OIL WASHING, INITIALLY PROPOSED BY THE U.K. AT TSPP II, WAS ACCEPTED AS AN ALTERNATIVE TO SEGREGATED BALLAST IN EXISTING CRUDE OIL CARRIERS ONLY AFTER THE DEVELOPMENT OF SATISFACTORY MANDATORY SPECIFICATIONS FOR THE DESIGN, OPERATION AND CONTROL OF CRUDE OIL WASHING SYSTEMS. THESE SPECIFICATIONS WERE FINALIZED DURING THE CONFERENCE BY THE WORKING GROUP ON CRUDE OIL WASHING CHAIRED BY MR. R. PARSONS OF CANADA, AND THE WORK EXTENDED OVER SIX DAYS. THE WORKING GROUP IN PERFORMING

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ITS TASK USED DRAFT GUIDELINES CONTAINED IN TSPP/CONF/4/ AND THE REDRAFT SUGGESTED BY THE U.K. (TSPP/CONF/7/19) A THE BASIC DOCUMENTS, TAKING INTO ACCOUNT OTHER RELEVANT SUBMISSIONS AND TECHNICAL ASPECTS OF ANSWERS TO QUESTION POSED BY THE US DELEGATION. THE PURPOSE OF THE GROUP, HOWEVER, WAS TO REVISE AND IMPROVE THE TECHNICAL CONTENT OF THE DRAFT GUIDELINES. THE QUESTION OF ACCEPTABILITY

OF CRUDE OIL WASHING AS AN ALTERNATIVE TO SEGREGATED
BALLAST TANKS WAS LEFT TO COMMITTEE III TO DECIDE.

(3) THE SPECIFICATIONS AS APPROVED BY THE WORKING GROUP
CONTAIN REQUIREMENTS THAT ADEQUATELY COVER ALL AREAS OF
CONCERN PREVIOUSLY EXPRESSED BY THE US AND REPRESENT A
SIGNIFICANT EXPANSION AND TIGHTENING UP OF THE DRAFT
GUIDELINES DEVELOPED AT MEPC VIII.

(H) ARTICLES. COMMITTEE I MET UNDER THE CHAIRMANSHIP OF
MR. J. VONAU (POLAND). THIRTY-TWO DELEGATIONS
PARTICIPATED IN THE WORK OF THE COMMITTEE, WHICH WAS
COMPLETED IN FOUR DAYS. COMMITTEE I CONSIDERED THE DRAF
SOLAS AND MARPOL PROTOCOL ARTICLES.

THE PRINCIPAL ISSUE WITH REGARD TO THE PROTOCOLS WAS
WHETHER EACH SHOULD BE AN INSTRUMENT SEPARATE FROM AND
INDEPENDENT OF ITS PARENT CONVENTION (APPROACH A), OR
SHOULD INCORPORATE ITS PARENT CONVENTION BY REFERENCE
(APPROACH B). THE US DELEGATION FAVORED APPROACH B FOR
BOTH PROTOCOLS. HOWEVER, THE DELEGATION WAS PREPARED TO
ACCEPT APPROACH A FOR THE SOLAS PROTOCOL.

AFTER EXTENSIVE DISCUSSION, COMMITTEE I ADOPTED APPROACH
A FOR THE SOLAS PROTOCOL. A SEPARATE PROTOCOL WAS
PREFERRED IN ORDER TO FACILITATE EARLY ENTRY INTO FORCE
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OF THE CONVENTION, WHICH HAS ALREADY BEEN RATIFIED BY
TEN STATES AND IS PRESENTLY BEING CONSIDERED BY OTHERS.

EARLY ENTRY INTO FORCE OF THE SOLAS PROTOCOL IS
FACILITATED BY INCLUSION OF A FORMULA FOR ENTRY INTO
FORCE WHICH IS MORE LENIENT THAN THE PARENT CONVENTION
FORMULA (BUT THE PROTOCOL CANNOT ENTER INTO FORCE BEFORE
THE CONVENTION). THE US SUPPORTED A PROPOSAL
REQUIRING THAT FIFTEEN STATES, THE COMBINED MERCHANT
FLEETS OF WHICH CONSTITUTE 50 PERCENT OF THE GROSS
TONNAGE OF THE WORLD'S MERCHANT SHIPPING, BECOME
PARTIES TO BRING THE PROTOCOL INTO FORCE. THIS
PROPOSAL WAS ADOPTED BY THE COMMITTEE.

WITH REGARD TO THE MARPOL PROTOCOL, THE COMMITTEE ADOPTED
APPROACH B INSTEAD OF APPROACH A FOR TWO PRINCIPAL
REASONS. FIRST, ONLY THREE STATES HAVE RATIFIED MARPOL,
AS OPPOSED TO TEN RATIFICATIONS OF THE SOLAS CONVENTION.
CONSEQUENTLY, ADOPTION OF AN INTEGRATED MARPOL APPROACH
WILL NOT SIGNIFICANTLY DELAY ENTRY INTO FORCE OF THE
CONVENTION. SECOND, MANY STATES EXPRESSED RELUCTANCE TO
RATIFY THE MARPOL CONVENTION DUE TO THEIR PRESENT

TECHNOLOGICAL INABILITY TO COMPLY WITH THE REGULATIONS SET FORTH IN ANNEX II. IN ORDER TO EXPEDITE GREATLY ENTRY INTO FORCE OF ANNEX I TO THE CONVENTION (A GOAL CONSIDERED VERY DESIRABLE BY MOST STATES), IT WAS AGREED TO DELAY ENTRY INTO FORCE OF ANNEX II FOR THREE YEARS (OR SUCH LONGER PERIOD AS MAY BE DETERMINED BY A TWO-THIRD'S MAJORITY OF PARTIES TO THE PROTOCOL PRESENT AND VOTING IN THE MARINE ENVIRONMENT PROTECTION COMMITTEE). SINCE ANNEX II IS AN INTEGRAL AND MANDATORY PART OF THE CONVENTION, SUCH DELAY CAN BE ACCOMPLISHED SATISFACTORIL ONLY IF THE PROTOCOL AND CONVENTION ARE READ TOGETHER AS ONE SINGLE INSTRUMENT AND COME INTO FORCE ON THE SAME DATE.

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ALTHOUGH THE UNITED STATES PREFERRED THE IMPLEMENTATION OF ANNEX II WITHOUT DELAY, THE DELEGATION AGREED TO A DELAY IN ORDER GREATLY TO EXPEDITE EARLY ENTRY INTO FORCE OF ANNEX I.

ANOTHER US OOSITION WITH REOAR TO THE SOLAS PROTOCOL SUPPORTED INCLUSION OF A PROVISION REQUIRING NO MORE FAVORABLE TREATMENT FOR SHIPS OF NON-PARTIES THAN PROVIDED FOR SHIPS OF PARTIES TO THE PROTOCOL. THIS PROVISION WAS ADOPTED BY THE COMMITTEE WITHOUT ANY COMMENT.

THE INSTRUMENTS ADOPTEDBY COMMITTEE I AND RECOMMENDED TO PLENARY WERE THEN ADOPTED BY PLENARY WITHOUT SIGNIFICANT CHANGE.

(I) SPECIFIC TRADE AND SPECIAL BALLAST. THE WORKING GROUP ON SPECIFIC TRADE AND SPECIAL BALLAST MET UNDER THE CHAIRMANSHIP OF D. J. CAPEL, U.K. AND WAS ATTENDED BY THE DELEGATIONS OF ARGENTINA, AUSTRALIA, INDIA, INDONESIA, CANADA, MEXICO, NETHERLANDS, NIGERIA, SWEDEN, USSR, U.S. AND VENEZUELA, WITH OBSERVERS FROM ICS AND OCIMF. THE WORKING GROUP MET FOR FOUR DAYS.

(L) EXISTING OIL TANKERS HAVING SPECIAL BALLAST ARRANGE# .3,5 . AT THE FEBRUARY 8TH MEETING OF COMMITTEE III, NETHERLANDS DELEGATION TABLED A PROPOSAL TO EXEMPT SHIPS EQUIPPED WITH PERMANENT FIXED BALLAST FROM THE REQUIREMENTS FOR SBT, CBT AND/OR COW. THERE WAS NO SUPPORT FOR THIS PROPOSAL. THE NETHERLANDS DELEGATION REINTRODUCED A NEW TEXT CONCERNING SPECIAL BALLAST AT THE FEBRUARY 9 MEETING OF THE COMMITTEE (TSPP/CONF/C.3/WP.4). THIS NEW PROPOSAL WAS CONSIDERED BY COMMITTEE III AT ITS FEBRUARY

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10 MEETING AND RECEIVED CONSIDERABLE SUPPORT. THE COMMITTEE REQUESTED THAT THE WORKING GROUP ON SPECIAL TRADES, USING THE NETHERLANDS PROPOSAL AS THE BASIC DOCUMENT, PREPARE A DRAFT TEXT OF A REGULATION ON THIS SUBJECT.

THE WORKING GROUP MET ON FEBRUARY 11, UNDER THE CHAIRSHIP OF MR. D. J. CAPEL (U.K.) AND AGREED ON A DRAFT REGULATION FOR EXISTING OIL TANKERS HAVING SPECIAL BALLAST ARRANGEMENTS, AS SET OUT IN ANNEX I TO TSPP/CONF/C.3/WP.L2. THE PROPOSED REGULATION ESSENTIALLY EXEMPTS EXISTING OIL TANKERS FROM THE REQUIREMENTS FOR SEGREGATED BALLAST TANKS (OR ITS ALTERNATIVES), WHERE SUCH TANKERS ARE FITTED WITH SPECIAL BALLAST ARRANGEMENTS (I.E. PERMANENTLY FIXED BALLAST) OR OPERATE IN SUCH A MANNER (OIL RETAINED IN CARGO TANKS) SO THAT THEY COMPLY WITH THE DRAFT AND TRIM REQUIREMENTS OF MARPOL WITHOUT HAVING TO TAKE ON BALLAST WATER. ALL TANKER OPERATIONAL PROCEDURES AND VESSEL ARRANGEMENTS WILL BE REQUIRED TO BE APPROVED BY THE FLAG STATE AND AN AGREEMENT IS REQUIRED BETWEEN THE FLAG STATE AND THE PORT STATE WHEN THE DRAFT AND TRIM REQUIREMENTS ARE ACHIEVED

THROUGH OPERATIONAL PROCEDURES.

COMMITTEE III APPROVED THE DRAFT REGULATION AS PROPOSED BY THE WORKING GROUP AT ITS FEBRUARY 13 MEETING WITHOUT ANY OPPOSITION. THE FINAL DRAFT TEXT, AS SET OUT IN REGULATION 13D OF THE 1973 MARPOL PROTOCOL (TSPP/CONF/D10) WAS APPROVED AT THE PLENARY SESSION OF THE CONFERENCE ON FEBRUARY 15.

(2) SPECIFIC TRADE. THE CONCEPT OF SPECIFIC TRADE WAS INITIALLY PROPOSED BY AUSTRALIA AT THE JOINT MEETING OF LIMITED OFFICIAL USE

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THE MARITIME SAFETY COMMITTEE AND MARINE ENVIRONMENT PROTECTION COMMITTEE. AUSTRALIA WANTED TO PERMIT THE CONTINUED OPERATION OF THEIR NATIONAL VESSELS BETWEEN THEIR PORTS AS LONG AS EXISTING RECEPTION FACILITIES ARE UTILIZED FOR THE DISPOSITION OF OILY WATER BALLAST. WHILE IT IS SOMEWHAT UNUSUAL FOR IMCO TO SPEAK TO NATIONAL TRADE REQUIREMENTS, MANY COUNTRIES SUCH AS

AUSTRALIA CURRENTLY HAVE LEGISLATION WHICH REQUIRES THEIR NATIONAL STANDARDS TO BE IN ACCORD WITH INTERNATIONAL STANDARDS. THIS WAS AN ATTEMPT TO ALLEVIATE THIS DOMESTIC SITUATION. OTHER COUNTRIES FELT THAT THE SPECIFIC TRADE CONCEPT COULD HAVE A SIGNIFICANT IMPACT WITH RESPECT TO VESSELS ON A ROUTINE VOYAGE FROM THEIR PORTS TO OTHER PORTS.

AS A RESULT OF THIS, ISRAEL, VENEZUELA, MEXICO, ARGENTINA AND USSR STRONGLY PUSHED FOR EXPANSION OF SPECIFIC TRADE. THIS WAS VIEWED AS A SERIOUS THREAT TO THE PACKAGE PROPOSAL IN THAT IT COULD LEAD TO AN EXPANSION OF EXISTING TRADE ROUTES WHICH WOULD EXEMPT EXISTING VESSELS FROM REQUIREMENTS DEVELOPED BY THE PROTOCOL. ALTHOUGH IT WAS AGREED THAT THE CONCEPT OF SPECIFIC TRADE WAS ACCEPTABLE FOR NATIONAL TRADE, THERE WERE A VARIETY OF PROPOSALS FOR ITS USE. THEY COULD BE GENERALIZED AS: A) MILEAGE LIMITATION (2000) MILES, B) VOYAGES WITHIN EXISTING SPECIAL AREAS, AND C) UNLIMITED INTERNATIONAL VOYAGES BETWEEN PORTS HAVING EXISTING RECEPTION FACILITIES.

THE FINAL METHOD OF RESOLVING THIS DILEMMA WAS TO PERMIT TWO OPTIONS: VOYAGES FOR NATIONAL TRADE, AND VOYAGES WITHIN EXISTING SPECIAL AREAS. ADDITIONALLY, THE ORGANIZATION AFTER CAREFUL STUDY AND ANALYSIS CAN LIMITED OFFICIAL USE

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CONSIDER EXPANSION OF SPECIFIC TRADES WITH LIMITS OTHER THAN THOSE LAID DOWN IN THE PROTOCOL. A STRONG RESOLUTION WAS DRAFTED WHICH DETAILED THE GENERAL AREAS OF STUDY THE ORGANIZATION SHOULD UNDERTAKE PRIOR TO EXPANDING THE SPECIFIC TRADE. THE CONFERENCE APPROVED THE TEXT OF THE RESOLUTION AS WELL AS THE REGULATORY LANGUAGE NECESSARY TO PERMIT IMPLEMENTATION OF SPECIFIC TRADE.

(J) THE "COMPOSITE PACKAGE" AS APPROVED BT THE /INAL PLENARY IS AS FOLLOWS:

SUMMARY OF COMPOSITE PACKAGE

NEW TANKERS

CRUDE CARRIERS SBT/PL PLUS COW PLUS IGS

20,000 DWT

PRODUCT CARRIERS SBT/PL 30,000 DWT IGS

20,000 DWT

DATES 6/82 DELIVERY

L/80 KEEL LAYING

6/79 CONTRACT

EXISTING TANKERS

CRUDE CARRIERS

CBT OR SBT OR COW 40,000 DWT H (SEE NOTE 2)

(SEE NOTE 1)

SBT OR COW 70,000 DWT H PLUS 2

40,000 DWT H PLUS 4

IGS 70,000 DWT H PLUS 2

20,000 DWT H PLUS 4

(SEE NOTE 3)

PRODUCT CARRIERS

CBT OR SBT 40,000 DWT H

IGS 70,000 DWT H PLUS 2

40,000 DWT H PLUS 4

(SEE NOTE 4)

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NOTES

1. AN IGS IS REQUIRED WHEN COW IS OPERATED.
2. H DENOTES THE YEAR OF COMING INTO FORCE OF THE PROTOCOLS
3. BETWEEN 20,000 AND 40,000 DWT, THE ADMINISTRATION OF THE FLAG STATE MAY GRANT EXEMPTION FROM AN IGS IF HIGH CAPACITY WASHING MACHINES ARE NOT FITTED AND IT IS DETERMINED THAT IT IS NOT REASONABLE AND PRACTICABLE TO FIT IGS TAKING INTO ACCOUNT THE SHIP'S DESIGN CHARACTERISTICS
4. TONNAGE LIMIT TO BE REDUCED TO 20,000 DWT WHERE HIGH CAPACITY WASHING MACHINES ARE FITTED.

6. THE COMPOSITE PACKAGE (THE FOUR LONG DAYS AND NIGHTS BEGINNING EARLY IN THE MORNING ON THURSDAY, FEBRUARY 9, AN INTENSIVE SERIES OF MEETINGS WERE HELD BETWEEN THE TWO DIVERGENT GROUPS WITH THE MUTUALLY EXPRESSED INTENTION OF ARRIVING AT A "COMPOSITE PACKAGE" FOR PRESENTATION TO THE CONFERENCE.

BUOYED BY THE KNOWLEDGE OF THE NUMBER OF SUPPORTERS AND PERHAPS FLATTERED BY PRESS REPORTS OF HIS IMPENDING "DEFEAT" OF THE U.S. PROPOSALS, JOHN ARCHER OF THE U.K. DELEGATION PROVED TO BE INITIALLY UNYIELDING IN CERTAIN AREAS OF THE JOINT DISCUSSIONS. THE U.K. SIDE DID AGREE TO ALL OF THE US PROPOSALS FOR INCLUSION IN ALL NEW TANKERS OVER 40,000 DWT, BUT INITIALLY WOULD NOT ACCEPT RETROFIT OF SBT IN EXISTING TANKERS OF ANY SIZE. JOINT DISCUSSION CONTINUED, WITH INTERMITTENT BREAKS FOR DISCUSSION AMONG THE PARTIES ON EACH SIDE, FOR FOUR DAYS UNTIL LATE IN THE EVENING ON SUNDAY, FEBRUARY 12. AT THAT POINT, PRELIMINARY AGREEMENT WAS REACHED ON AN ELABORATE BLEND OF SPECIFIC REQUIREMENTS TO BE INCLUDED

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IN THE PROTOCOLS AND A SERIES OF "RESOLUTIONS" TO BE PASSED BY THE PLENARY AND CIRCULATED AND IDENTIFIED AS THE "COMPOSITE PACKAGE". THE RESOLUTIONS INVITE ALL GOVERNMENTS TO PUT THE REQUIREMENTS INTO EFFECT TO THE MAXIMUM EXTENT WITHOUT WAITING FOR ENTRY INTO FORCE OF THE PROTOCOLS. THE COMPROMISE WAS STRENUOUSLY OPPOSED BY THE NORWEGIAN, SWEDISH AND GREEK DELEGATIONS BECAUSE OF COMPLICATIONS RE COW ACCEPTANCE FOR EXISTING VESSELS AND THEIR COMMERCIAL INTEREST IN CBT. DURING THE NIGHT OF SUNDAY, FEBRUARY 12, THE NORWEGIAN DELEGATION CONTACTED ITS GOVERNMENT IN OSLO AND WAS INSTRUCTED TO OPPOSE THE COMPROMISE. FURTHER FRANTIC MEETINGS WERE HELD ON MONDAY MORNING, FEBRUARY 13 DURING WHICH BOTH SIDES SOUGHT SOME COSMETIC REFORMULATION OF THE COMPROMISE PACKAGE THAT WOULD PERMIT THE NORWEGIANS AND THE OTHER STRONG OPPONENTS TO PERMIT THE PACKAGE TO BE ADOPTED "BY CONSENSUS" WITHOUT CASTING NEGATIVE VOTES IN THE COMMITTEE OR IN THE CLOSING PLENARY. AT THE SAME TIME, STRONG REPRESENTATIONS HAD TO BE MADE TO SOME DELEGATIONS THAT HAD NOT PARTICIPATED IN THE ARDUOUS WEEKEND NEGOTIATIONS AND WHO EXPRESSED INTENTIONS TO TAKE EXCEPTIONS WITH THE FORM AS WELL AS THE SUBSTANCE OF THE COMPOSITE PACKAGE. THE POSSIBILITY OF A STALEMATED CONFERENCE WAS STILL EXISTENT AT LUNCH TIME ON FEBRUARY 13.

7. THE VOTES. THE COMPOSITE PACKAGE FACED TWO VOTES IN COMMITTEE III ON THE AFTERNOON OF MONDAY, FEBRUARY 13. AFTER THE COMPOSITE PROPOSAL HAD BEEN PRESENTED BY CANADA (AS THE "NEUTRAL" SPOKESMAN) AND SUPPORTED BY THE U.K., THE U.S., THE INDIAN DELEGATION (SPEAKING FOR THE LDC'S) AND THE EGYPTIAN DELEGATION (SPEAKING FOR THE "ARAB STATES"), NORWAY, SPEAKING FOR HARSELF, GREECE AND SWEDEN OPPOSED THE ACCEPTANCE OF COW FOR SBT IN EXISTING TANKERS AND PROPOSED AN AMENDMENT THAT WOULD HAVE REQUIRED CBT OR SBT ONLY IN ALL EXISTING TANKERS OVER 40,000 DWT FOR AN INTERIM PERIOD FROM THE DATE OF

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THE COMING INTO FORCE OF THE PROTOCOL AND FOR THREE YEARS THEREAFTER BY WHICH TIME ALL EXISTING TANKERS SHOULD BE RETROFITTED WITH SBT. THE CBT REQUIREMENT WAS CLEARLY ACKNOWLEDGED TO BE BASED PARTLY ON ENVIRONMENTAL CONSIDERATION BUT IN THE MAIN ON THE ECONOMIC NEED TO REACTIVATE LAID-UP TANKERS. THE GREEK/NORWEGIAN/SWEDISH AMENDMENT WAS PUT TO A VOTE, WHERE IT FAILED BY 35 VOTES

AGAINST AND 5 IN SUPPORT OF THE AMENDMENT. THE OVERWHELMING FAILURE OF THE GREEK/NORWEGIAN/SWEDISH AMENDMENT TO CARRY WAS CONSIDERED BY ALL A CLEAR SIGN THAT THE COMPOSITE PACKAGE WOULD BE ADOPTED. THE CHAIRMAN, THEREFORE, ALLOWED DISCUSSION TO BE CONTINUED FOR THE REMAINDER OF THAT SESSION WITH THE VOTE ON THE COMPOSITE PACKAGE SCHEDULED TO BE TAKEN AS THE FIRST ORDER OF BUSINESS ON TUESDAY, FEBRUARY 14. THE HIGH POINT OF THE CONFERENCE WAS REACHED WHEN THE NORWEGIAN DELEGATE IN A MAGNANIMOUS SHOW OF UNITY DID NOT VOTE AGAINST THE COMPOSITE PACKAGE WHICH CARRIED 41 VOTES IN FAVOR, 0 VOTES AGAINST WITH 9 ABSTENTIONS. THIS CONSTITUTED AN 82 PERCENT AFFIRMATIVE VOTE WHICH WILL NO DOUBT IN THE FUTURE BE REFERRED TO AS A "CONSENSUS" OR EVEN "UNANIMOUS" DECISION.

8. THE FINAL PLENARY. UNDER THE VERY ABLE PRESIDENCY OF AMBASSADOR MANUEL TELLO OF MEXICO THE FINAL PLENARY QUICKLY ADOPTED THE DRAFT PROTOCOLS, AND THE RESOLUTION, ON THURSDAY, FEBRUARY 16, 1978 WITH ONLY A FEW STATEMENT "FOR THE RECORD" BY DENMARK, NORWAY, SWEDEN AND GREECE. MANY DELEGATIONS TOOK THE FLOOR TO PRAISE THE ACHIEVEMENTS OF THE CONFERENCE. MANY OF THEM PRAISED THE US FOR HAVING TAKEN THE INITIATIVES WHICH LED TO THE CALLING OF THE CONFERENCE AND FOR THE ARDUOUS NEGOTIATIONS WHICH PRODUCED THE "COMPOSITE PACKAGE."

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MANY PRAISED IMCO FOR HAVING DEMONSTRATED THE ABILITY OF AN INTERNATIONAL ORGANIZATION TO RESPOND PROMPTLY AND ADEQUATELY TO AN URGENT GLOBAL PROBLEM. THE SIGNING OF THE FINAL ACT TOOK PLACE ON FRIDAY, FEBRUARY 17, 1978. REAR ADMIRALS WILLIAM M. BENKERT AND SIDNEY A. WALLACE SIGNED FOR THE UNITED STATES.

9. COMMENTS: AN IMPARTIAL EVALUATION OF THE RESULTS OF THE CONFERENCE WOULD HAVE TO CONCLUDE THAT THE RESULTS GAVE THE US DELEGATION A GREAT DEAL MORE THAN IT COULD HAVE HOPED TO ACHIEVE WHEN THE CONFERENCE BEGAN. THE ADOPTION OF THE DRAFT PROTOCOLS AND DRAFT RESOLUTIONS WITHOUT A SINGLE DISSENTING VOTE REQUIRED CONSIDERABLE DEDICATION TO THE PURPOSES OF THE ORGANIZATION BY CERTAIN DELEGATIONS WHO HAD TO VIOLATE THE SPIRIT IF NOT THE LETTER OF THEIR INSTRUCTIONS BY NOT CASTING A NEGATIVE VOTE ON THE COMPOSITE PACKAGE. IMCO DISTINGUISHED ITSELF BY THE SPEED, EFFICIENCY AND ACCURACY WITH WHICH IT PRODUCED THE MOUNTAIN OF DOCUMENTATION GENERATED BY THE CONFERENCE. THE CHAIRMEN OF THE COMMITTEES, VONAU OF POLAND, WHO CHAIRED THE LST COMMITTEE, ERIKSSON OF SWEDEN, WHO CHAIRED THE 2ND COMMITTEE, AND SPINELLI OF

ITALY, WHO CHAIRED THE 3RD COMMITTEE, CONTRIBUTED IN NO SMALL MEASURE TO THE ACHIEVEMENT AND PRESERVATION OF AN INTRICATE COMPROMISE THAT PREVENTED THE CONFERENCE FROM STALEMATING.

10. US DEL SENDS.
STREATOR UNQUOTE VANCE

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